

# 4.10 PRIVACY & AMENITY

## HOW DOES THE SCHEME PROVIDE A DECENT STANDARD OF PRIVACY?

Every house has a rear, private and usable garden that meets and often exceeds Development Plan standard. Wide-fronted houses are ‘backless’ and do not have any first-floor bedrooms to the rear overlooking gardens and ground floor living areas opposite. This allows for shorter back-back distances and more efficient planning without compromising amenity and privacy.

Apartments have integrated private balconies which are partly setback into the building line for privacy, and partly extend out for more sunlight and for better passive surveillance of public and private areas below.

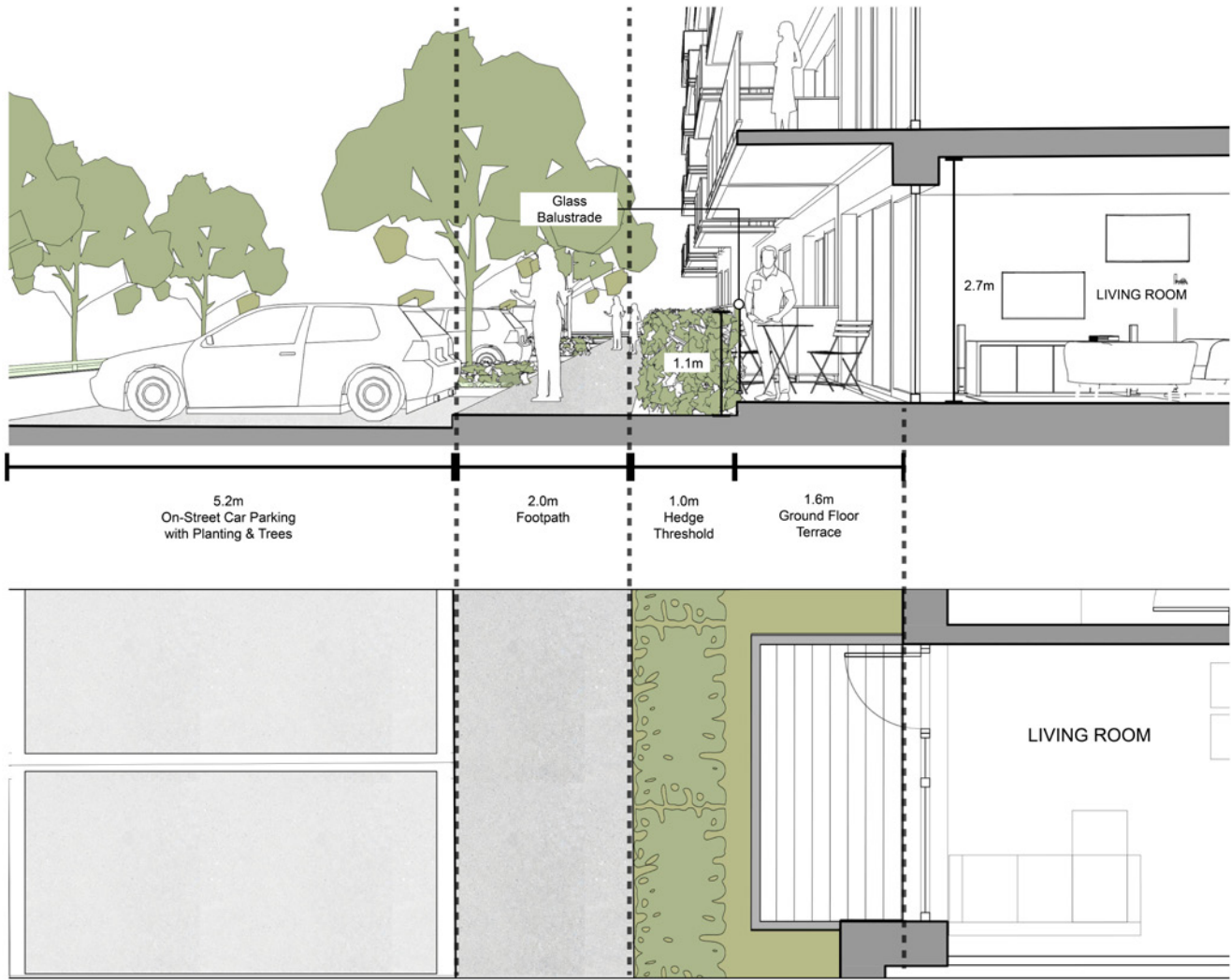
Ground floor duplex or ‘simplex’ units have private terraces to the rear, and a threshold zone to the front, usually 2m deep. Upper level duplex units have balconies at first and second floor, always looking out and over public streets and spaces.

The design of the ground level curtilage to single aspect ground floor apartments that do not have a private external space to the rear is given extra consideration. Terraces with a minimum width of 1.5m are protected by a steel railing or glass balustrade on the edges, and by soft landscaping on the form of evergreen hedging as a buffer to the public path.

All apartment and duplex units have a landscaped area of managed communal open space to the rear curtilage of the block and with good exposure to natural sunlight. All are sized to meet or exceed Section 28 guidelines.

All apartment and duplex units have a landscaped area of communal open space. This is usually in the form of a courtyard within the perimeter of the urban block at ground level, and in two instances at podium level above a car park (Blocks A and B). These generous semi-private spaces are overlooked by the dwellings they serve and could be gated from the public street if the management company and residents feel it is required. Where private houses back on to the communal open space, e.g. Urban Block 5, the boundary wall between houses and management company curtilage will be a 2m solid blockwork wall rather than the typical post and panel fence found between private house plots.

By their nature, houses are all dual aspect, as are all of the duplex units within the development. 78% of the 266 apartments are dual aspect, exceeding the 50% minimum outlined in Design Standards for New Apartments (Revised 2020), and there are no north facing single aspect units.



Above: Typical terrace detail for ground floor dwelling

Below: Examples of terrace boundary details, soft and hard landscaping, for ground floor dwellings.





## 4.11 PARKING

### HOW WILL PARKING BE SECURE AND ATTRACTIVE?

Private car parking is generally provided both on-curtilage and on-street for the houses it serves. The surface is permeable paving for the on-curtilage and is combined with small trees, shrubs and clipped hedges to provide an attractive streetscape. Where on-street parking is provided it is generally located to the front or side of the house it serves, i.e. within eyesight of the front door. There is a terrace of 7 houses fronting Main Street, opposite the café, shop and primary school which can't be parked to the front on-curtilage due to constraints on Main Street regarding reverse parking movements. These houses are proposed to be parked to the rear on a mews courts (Road 3.3) and will have two freehold spaces each and rear access to their property via a secure gate. The mews is populated another 4 dwellings, so the spaces will be overlooked and secured by passive surveillance. An example of how rear parking can work successfully for short runs is provided in the image opposite. This is a similar scheme in Hansfield, Dublin 15.

On-curtilage parking bays are finished with permeable paving and demarcated with estate railings, small trees, shrubs and clipped hedges to provide an attractive streetscape. Where on-street parking is provided it is located in front of the dwelling it serves.

Car parking for the apartment and duplex buildings is a mix of on-curtilage and on-street spaces, depending on location and demand. Apartment blocks A + B provide for parking beneath a podium allowing for a green space to be provided at podium level. Parking bays are close to the building where they can be easily seen, and they are dispersed in different ways to avoid dominating the landscape. Parking bays are generally grouped in 4's and broken up with tree and shrub planting. Visitor parking is on-street and in the public realm where it is available to all visitors to the development.

Six parallel parking bays to the north and west of the creche are proposed for drop-off and collection, thereby avoiding reverse movements.

## 4.12 DETAILED DESIGN

### HOW WELL THOUGHT THROUGH IS THE BUILDING AND LANDSCAPE DESIGN?

The detailed house type and apartment drawings indicate proposed elevational materials and finishes. Materials and systems proposed are low maintenance, and what maintenance there is, it is straightforward and easily managed.

The proposed palette consists of various buff and ochre bricks with a light grey mortar, light sand, grey or off-white textured render, dark aluminium framed glazing (apts and duplex units), mid-grey pvc frames (houses) and highly glazed penthouses framed in aluminium or zinc. Special brick details are proposed to highlight certain elements, such as the brick archways between Main Street duplex blocks, and vertical elements on duplex facades (see also the Materials and Finishes Report).

The twin landmark mixed-use building in the civic centre are proposed to have a contrasting palette of soft red brick to the upper floors and a dark charcoal brick to the ground floor, making these buildings instantly recognisable within the scheme.

Aluminium or PVC window frames, rainwater goods, fascia and soffits require little to no maintenance beyond regular light cleaning, and concrete roof tiles require no maintenance at all.

Private bin screens and gossip walls for houses are proposed to be of robust blockwork and brick, softened by low hedges to demarcate between properties.

Pocket parks will be landscaped to a high standard and each has its own personal character, reflecting the context (e.g. archaeology) and intended function (e.g. active play). Similarly, public streets will be landscaped with specimen street trees grown in structural tree pits to ensure their health and longevity.



Above: Parking to the rear of the dwelling in Hansfield, Dublin 15 (CCK Architects). The porch detail defines the gate, as does the hedging between plots.



Above: Example of balcony details and threshold landscaping maintained by the management company (CCK Architects)



## 5.0 SITE LAYOUT & URBAN DESIGN STRATEGY

Placemaking is at the core of this design process and is wholly evident in the 2014 Masterplan for Mooretown.

The proposed development forms part of the 'Village Main Street' and 'South of Village' character areas and is the final phase of development in the Mooretown lands, Phases 1 and 2 having the benefit of planning permission and Phase 1 now under construction.

The 12 Criteria expounded by the Urban Design Manual (May 2009) have been tried, tested and applied in the design considerations for the development, as have all core pillars of good urban design. DMURS, in particular, is a constant companion for the design team, and the nature of the proposed streetscape reflects this.

A full design team of urban designer, landscape architect, engineer, ecologist, archaeologist, arborist and architect collaborated closely in the development of this site, giving due consideration to its context, physical features and potential to be a successful new neighbourhood.

Placemaking is of the utmost importance for Gerard Gannon Properties and the design team, all of whom have many years of experience and expertise in the design and delivery of mixed-use developments. Mooretown is a landscape-centric masterplan driven by common goals for a sustainable, walkable, green, safe and attractive village that endeavours to place people first.



*Above: Urban Framework Diagram, Open Space Strategy, Movement Hierarchy Diagram (2014 Mooretown Masterplan, CCK)  
Right: Mooretown Masterplan 2014 (CCK). SHD site outlined in red.*



# 5.1 STREET HIERARCHY & DMURS

In designing the internal street network, pedestrians were considered first, with a descending order of priority from bicycles and public transport to private cars. The key design principles of DMURS for connected networks, multi-functional streets, pedestrian focus and the close collaboration of the design team are foremost in mind.

## Pedestrians

Convenience, safety and enjoyment are key factors for pedestrians and the street network reflects this. Residents and visitors have a choice of many routes, both direct and indirect, with variety in streetscape and landscape.

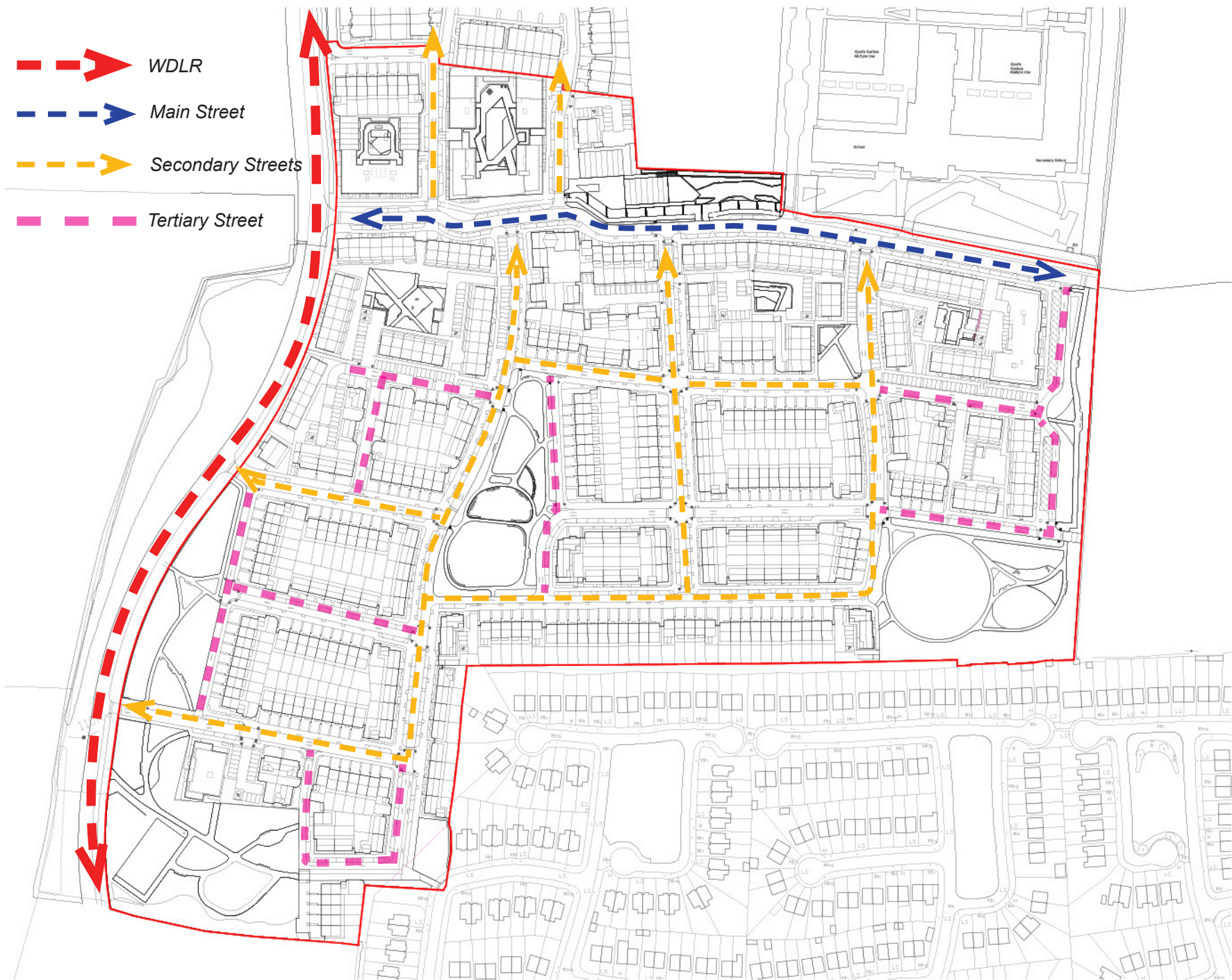
Active street edges, short blocks with good enclosure, sustainable street trees, good public lighting provide security and comfort on desire lines to the village centre from all parts of the development.

## Cyclists

Off-road 2-way cycle lanes have been constructed inside the WDLR and along the north side of the Main Street spine road. These are in operation for the school campus and good habits are already forming with the children attending, especially for secondary school. Where these paths cross junctions with Main Street, the crossing will be replaced with a cycle and pedestrian priority surface (see image below).

This cycle network continues north and joins the newly complete off-road paths on the Rathbeale Road and makes more connections into the neighbouring new development of Oldtown (Millers Glen). The permitted extension to the distributor road will continue the off-road paths south to Gannon's property boundary.

The new permitted link to Abbeyvale will provide opportunities for a wider population to safely and easily access Mooretown. This is particularly important for school-going children attending the Mooretown campus and



Above: Street hierarchy

Left: Example of pedestrian and cycle priority junction, in this case the cycle track is on-street.  
(Image from Cycling Embassy of Great Britain)



# 5.1 STREET HIERARCHY & DMURS

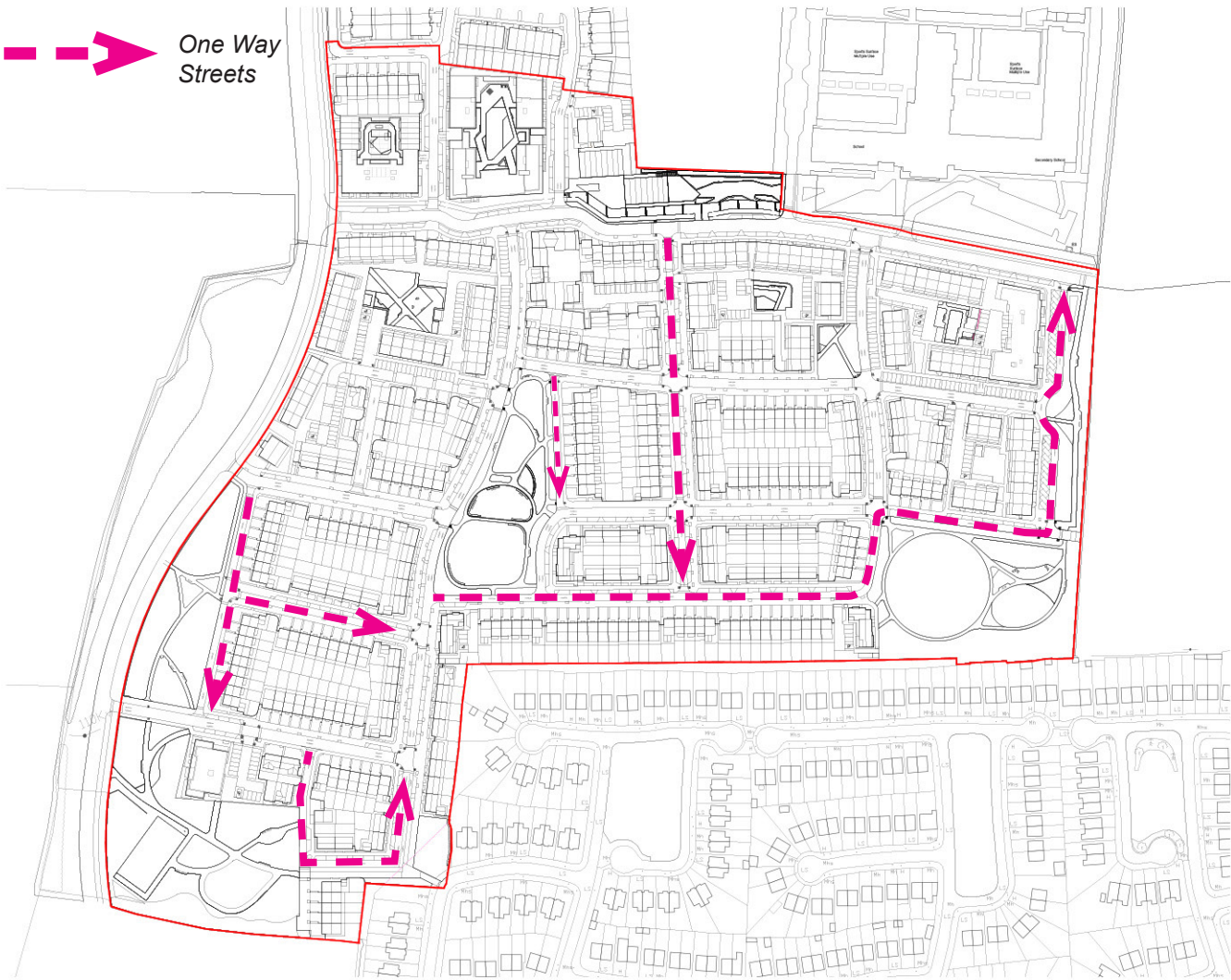
## Public Transport

At present, there are no plans to introduce a bus service into Mooretown, but the distributor road and Main Street were designed with public transport in mind: a 2012 scheme for a BRT (Bus Rapid Transit) proposed to extend that service beyond the Glen Ellan Road and into Mooretown. This project was shelved pending a decision on the Metro. Local and express bus services run on the Rathbeale Road (800m distance) and Murrough Road (1.7km). The Abbeyvale connection will create a shorter walking distance of 450m from the southern end of Mooretown to the No. 500 bus stop on Brackenstown Road. If and when the Metro is constructed, the Estuary stop will be c.4.5km from Mooretown, via Oldtown (Millers Glen) and the Broadmeadow linear park, which is a comfortable distance for cyclists, taking c.20 minutes travel time.

## Private Cars

The permitted distributor road and the constructed Main Street will cater for the primary vehicular movements to and from the site. Two secondary streets link directly to the distributor road and 6 secondary streets connect north and south to Main Street. The permitted development to the north, Mooretown 'Phase 2', will make direct and seamless road connections to the proposed development. Provision is made for future connections to the zoned but as yet undeveloped lands in the east.

Internally, a number of key residential streets have been designated one-way to filter permeability for private cars and to prioritise cyclists by advantaging them with a counter flow lane.



## Safe Routes to School

The Safe Routes to School programme is an initiative to encourage children and teenagers to walk and cycle to school safely. The School Design Guide advises on measures to improve walking, scooting and cycling infrastructure to the school campus and provide 'front of school' treatments to enhance the curtilage of the school. The exact measures are to be agreed between Gerard Gannon Properties and the Transportation Section of Fingal County Council, and the Applicant is supportive of any measures that improve and enhance access to the school campus.

Right: One-way street network proposed for the Mooretown development  
Below L-R: 1. Car-free street in Vauban, 2. Low-traffic street Leicester (Image by Cycling Embassy of Great Britain), 3. Family cargo bike in Houten, 4. Car-free street Vauban





## 5.2 NODES AND EDGES

There are a number of nodal points that offer areas of activity and focus at intersections on the desire lines of the proposed layout. A nodal point to the north of the site connects the boulevard into the main street which will offer amenities such as cafés and shops. To the west, nodal points are created linking the development into the proposed linear park that will form part of the necklace of green infrastructure to the Swords regional park to the north and the Ward river valley park to the south.

Movement routes between nodal points have been identified and will be integrated into the site layout, these offer the provision of high quality, direct, safe and secure routes that connect the key locations along the desire lines. Connections are provided by way of primary, secondary and tertiary routes along with giving priority to pedestrians and cycles that encourage legible permeability.

Connections between nodes are all defined by clear edges that will offer passive surveillance by active frontages. The avoidance of blank garden walls, gables will be achieved by the use of high-quality treatment for buildings that 'turn the corner'. Connections between nodal points will also be provided with good visibility and preference is given to pocket parks over narrow alley-ways.

## 5.3 LANDMARK BUILDINGS

There are a number of landmark buildings proposed that will aid way-finding and legibility within the development. These are set at key intersections within the layout.

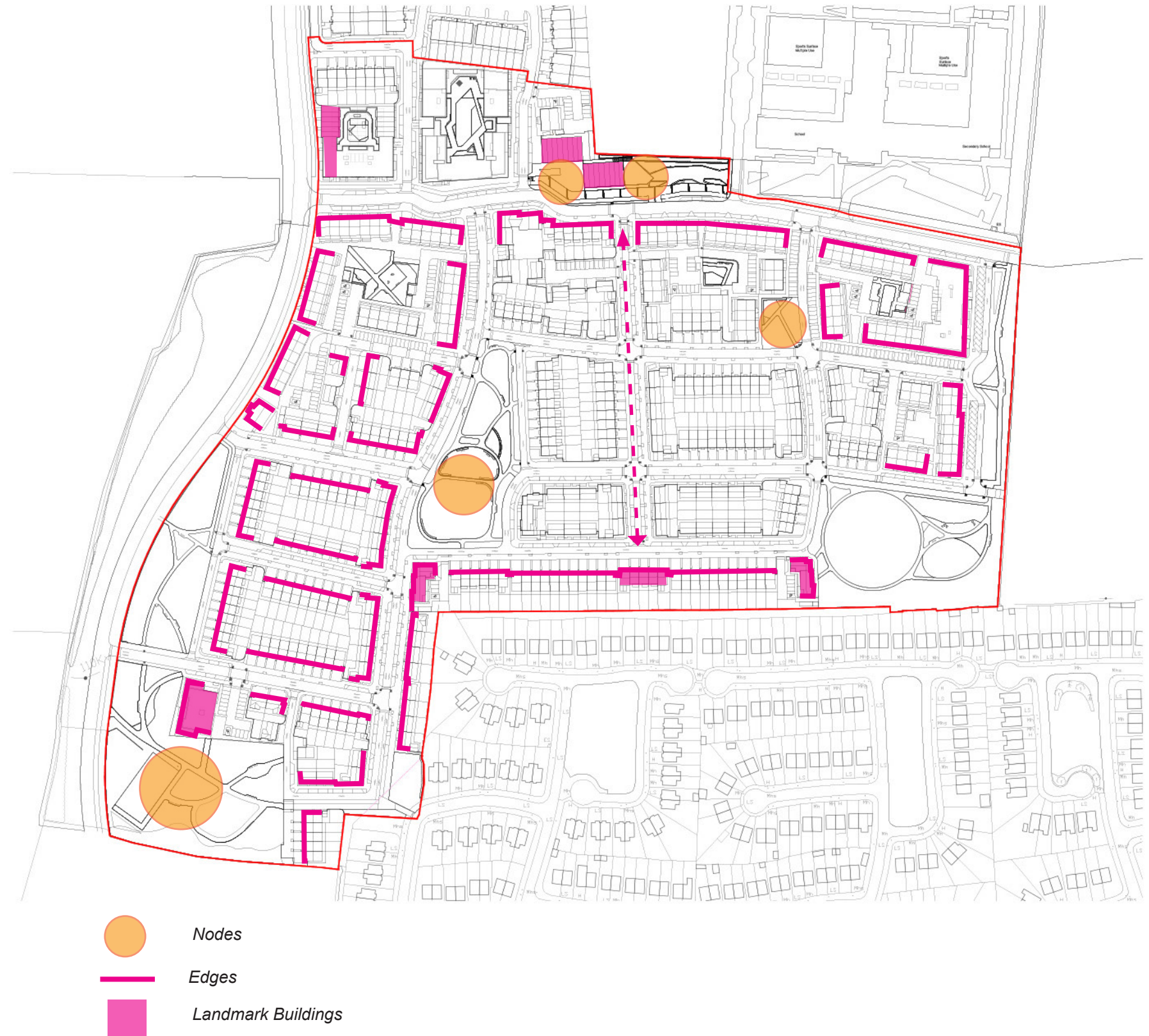
1. The T-junction at the north intersection of Central Boulevard with Main Street is marked by pair of mixed-use red-brick buildings (apartment Blocks C and D) with shops and a cafe at ground level. They open out east and west onto two civic squares landscaped with external seating, raised planting and mature tree planting. The distinctive gable elevations are a nod to the many glasshouses located in this part of north county Dublin, some of which are visible from the Mooretown distributor road. Similarly, a series of three storey terraced houses mirror the gables of Apartment Blocks C + D at the southern end of the Central Boulevard visually linking the two ends of the street.

2. The west elevation of Apartment Block A, at the junction of the distributor road and Main Street, echoes the same gable facades and marks the primary entrance to the village centre and the new development.

3. The south west corner of the site provides a high point on the slope; a 4-storey building overlooking the nature park and Mooretown distributor road creates a focal point assisting in the local sense of identity and place (Apartment Block G).

4. A 3-storey L-shaped duplex building at the southern end of Central Park will assist in closing the vista from North Street and Park Boulevard (Duplex Block T). This block has a strong roof profile and defined gables.

4. A pair of mirrored duplex blocks (Type N and O) bookend a terrace of 3-storey houses on the east side of Central Park. The gable motif is a recurring theme of the





# 5.4 BUILDING HEIGHT

This is essentially a mid-rise scheme appropriate to its setting on the outskirts of Swords. For the most part, principle streets, edges and open spaces are defined by taller blocks of 3 to 5 storeys, with the highest buildings located to the north side of Main Street and on the eastern edge.

The twin landmark buildings in the village centre step from 4 to 3 storeys, in consideration to the permanent buildings planned for the primary school behind (at present, the primary school is in temporary pre-fab accommodation).

Long terraces of fine-grained 3-storey duplex units and private houses front the WDLR and the nature park that bellows out as the road curves away from the zoning line. Duplex Blocks A, E, O and N are located as close to the WDLR as possible. Duplex Block N marks the change in direction of the road, and as it veers west, terraces of 3-storey houses continue heights and enclosure along the park edge, tight to the zoning, and terminating in a 4-storey apartment block (Block F) on the highest point of the site.

Along the southern boundary to Abbeyvale, the straight run of buildings is book-ended by mirrored Duplex Blocks T and U. Terraces of 2 and 3-storey houses alternate between then, with one 3-storey terrace of Type G and H1 houses closing the T-junction to Central Boulevard, and echoing the landmark buildings of Apartment Block C and D at the northern end of that street.

There is good variation in building height across the overall site, and the change in level from the southwest corner to the northeast corner will make for a interesting streetscape.

## LEGEND

- 1 Storey
- 2 Storey
- 3 Storey
- 4 Storey
- 5 Storey



Above: Building heights diagram



## 5.5 CHARACTER AREAS

The proposed development is one character area of the larger Mooretown development, originally identified as 'Village' and 'South of Village' in the 2014 Mooretown Masterplan. This phase differs from the existing and permitted character areas in a number of ways;

**Context:** its relationship with the WDLR and new school campus, its position at the southernmost end of the overall Mooretown LAP lands and proximity to existing developments.

**Density:** it has a higher, more intense density than earlier phases, in keeping with the objectives of the LAP, particularly in the 'Village Center' zone.

**Building height:** taller buildings are proposed on Main Street and in the Village Centre, fronting the WDLR and where a landmark building is desirable.

**Public Realm:** the scheme has a large central open space, similar to earlier phases, but also has civic spaces, green nature walks and nature parks, and streets with wide pavements and lots of street trees.

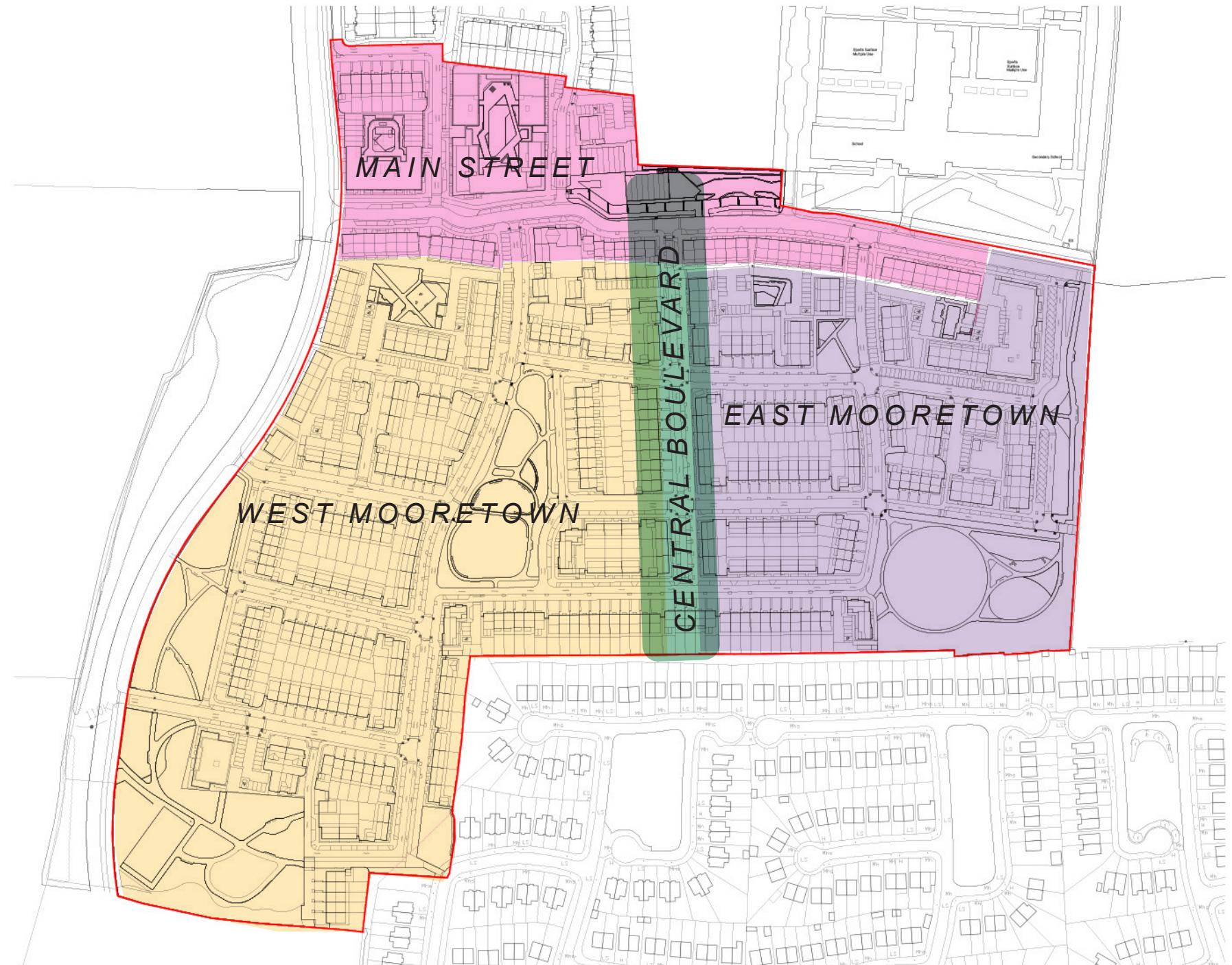
**Dwelling mix:** unlike earlier phases, this SHD comprises more apartment and duplex units than houses, a 59:41 split to apartments/duplex units.

**Materials:** Form, mass, variety in colour/texture, particularly with the use of special bricks details and bonds, differentiate this character area from earlier phases of Mooretown.

The proposed development contains 3 distinct character areas:

Main Street (or Village Centre)  
East Mooretown  
West Mooretown

There is also a transitional space called 'Central Boulevard' that knits East and West Mooretown together.





## 5.5 CHARACTER AREAS

### Main Street

This is a very urban, higher-density and tightly planned residential cell to the north and south of the Main Street spine road. The focal point of this character area is the secondary school campus and the mixed-use village centre, which comprises twin landmark buildings and two civic squares, joined by a generous landscape path to the front of the blocks and visually connected via the glazed ground floor of the cafe unit that sits between them. The new secondary school has a very distinctive presence but is set back from the street edge. Its boundary railing and wall is somewhat softened by double line of street trees.

The Main Street has already been constructed and is used to access the school campus. An off-road 2-way cycle path has been constructed on the north side of the street, and it is proposed that the new development will prioritise this path across vehicular junctions. These works will be enhanced by the implementation of the 'Safe Routes to Schools' programme, which is designed to encourage students to walk and cycle.

Apartment Blocks A and B are 5 storey blocks on the north side of the street with height and mass providing a strong backbone to the Main Street. Ground floors are populated by the common entrances, some own-door apartments and two corner shops in Block B. Their height and scale reduces as they step back to meet proposed and permitted housing of Mooretown Phase 2 (Reg. Ref. 16A/0505).

Apartment Blocks C and D are the twin landmarks framing a smaller civic space, West Square, and closing the east vista along Main Street and the north vista along Central Boulevard. They have a very distinctive form that is a play on the gables glasshouses common to north Dublin. This same form is picked up on the triplex units forming the 'wings' of Apartment Block A and in some of the 3-storey houses within the development.

The southern side of Main Street comprises long terraces of 3-storey duplex units and 3-storey houses. Two corner shops are proposed close to the Village centre, Duplex Blocks B and F. A 2-storey creche with a L-shaped plan and strong roof form is located on a bend in the road where it closes the vista along Road 15 from Mooretown Phase 2 and more importantly where it closes the southwest edge of the civic spaces created by Blocks A and B.

Special consideration is given to unusual brick detailing around the corner shop fronts of Duplex Blocks B and F, and to the tall brick archways that define the pedestrian lanes between Duplex Blocks A and B, and Duplex Blocks F and G.

The Main Street character area comprises 205 dwellings, a creche, 946 sqm of shop and cafe uses and the existing school campus, with apartment blocks and own-door duplex units being the most common building type.



Above: Elevation of Main Street - Looking North (NTS)



## 5.5 CHARACTER AREAS

### East Mooretown

This is a mid-density character area with a large public park in the southeast corner. The remains of a ringfort were discovered and are proposed to be retained in-situ as part of a large public park.

A 5- storey apartment block on a north-south axis is located on the north east boundary, overlooking the nature trail running from the end of Main Street to the Ringfort Park. This linear space protects the existing hedgerow and a new herb layer buffers the hedge from the path thus boosting the bio-diversity of this natural asset. A break-out space half way along the park provides an amenity and play space for nearby residents. Overlooking and a formal, continuous edge to the linear nature trail are provided by the large Apartment Block E and terraced Duplex Block Q.

Urban Blocks 6, 7 and 11 share communal landscaped courtyard spaces and are permeable to Main Street and the side streets of this character area. The large number of fine-grained own-door units and the mix of on and off-street parking will animate the neighbourhood by encouraging footfall in and around the block and initiating daily interactions with neighbours.

Pocket Park 01 between the Main Street and East Mooretown character areas makes for an intimate public space for the duplex units fronting it and an alternative amenity space to the busier civic spaces proposed for Main Street. Vehicular traffic is limited to 2 sides of this park which will increase its attraction as a public spaces to meet and relax in.

The building scale and typology changes to 2 and 3-storey houses in the centre of this character area as a transition is made to West Mooretown across the Central Boulevard (Road 3), and along the southern boundary to Berwick, where the scale and nature of the existing housing estate is to be respected.

Future road, cycle and pedestrian links to the undeveloped lands in the east are proposed from Main Street and Road 5. The retained hedgerow is to be left intact until such time as these links are required.

The East Mooretown Character Area comprises 192 dwellings and is broadly a 3-way split of houses, duplex units and apartments.



Above: Early artist's impression of Apartment Block E



Above: Elevation of Duplex Block Q and Apartment Block E - Looking West (NTS)



## 5.5 CHARACTER AREAS

### West Mooretown

West Mooretown is a mid-density character area with a large 'Central Park' in the centre and considerable frontage to the Nature Park in the west and south. It incorporates two vehicular access points from the WDLR, a pedestrian and cycle connection from Abbeyvale and makes provision for a future connection to the south from Road 1.1.1.

The WDLR is fronted by terraces of 3-storey duplex blocks and 3-storey terraced private houses, which continue in a straight and orderly manner following the RA zoning line. Duplex Block N is a small pavilion block located at the first access point from the WDLR and a minor landmark at the intersection of the WDLR and Road 10. The second access point into West Mooretown is marked by Apartment Block F, a landmark building echoing the role of Duplex Block N, but is larger and taller, as befitting its location at the highest point of the development in the southernmost corner overlooking Road 13 and the Nature Park on two sides.

The long terraces of duplex units and houses overlooking the WDLR and Nature Park have west-facing living rooms on the first floor, providing a high level of passive security and terrific views for the residents. Terraced buildings step with the slope which animates the regular rhythm of these fine-grained urban blocks.

The principle internal street is Road 1, or the Park Boulevard, which curves gently around the Central Park connecting Main Street with the two vehicular access roads, Roads 10 and 13, and providing direct pedestrian and cycle connections to Abbeyvale. Park Boulevard has a narrow carriageway, wide tree-lined footpaths and is populated by double-fronted houses with on-street parallel parking. Few vehicular reverse movements occur on this street which creates a safer environment for cyclists. Building height and density intensifies on the approach to Main Street and the vista is closed by the 5-storey facade of Apartment Block B.

Central Park is the largest and most active of the 'pocket parks'. The north, east and south sides of the park are defined by terraces of 3-storey houses and key corners are addressed by tightly planned corner duplex blocks, Duplex Blocks S and T. These blocks are minor landmarks for the park and vary the mix in building type and tenure in this character area.

The Abbeyvale pocket park is a new space that is proposed to be contiguous with the existing park on Abbeyvale Court. It is a softly landscaped park that will link the existing and proposed new development together, whilst providing much-needed connectivity for cyclists and pedestrians. The proposed houses fronting this space are 2-storey in order to knit neatly but sensitively with the existing houses on the edges of the small park.

West Mooretown comprises 253 dwellings, and the predominant building type is a private house, making up c two thirds of the character area.



Above: CGI view of Central Park (Digital Dimensions)



Above: CGI view of 3 storey houses looking onto nature park 01 and WDLR beyond (Digital Dimensions)



# 5.5 CHARACTER AREAS

## Central Boulevard

The East and West character areas are knitted together by a common thread, a heavily landscaped street called ‘Central Boulevard’, Road 3. This is a straight, quite formal, one-way street with row houses on the west side and double-fronted houses on the east. It meets Main Street at a T-junction opposite the landmark building Apartment Blocks C and D, which close the view north.

The distinct saw-tooth roof profile of Apartment Blocks C and D is echoed at the south end of the street, where the 3-storey terrace of House Types G2 and H2 repeat the same saw-tooth motif.

The west-facing pavement is widened not just to encourage pedestrians and cyclists along it, but for private houses to ‘spill out’ onto the sunny threshold in front of their homes. The wide pavements allow room for large street trees and the leafy canopy will provide shade and shelter for pavement ‘take-overs’ by residents and especially children.

Central Boulevard is not just an interstitial place between East and West Mooretown, but is a smaller character area in its own right. It does not have direct frontage onto a pocket park or civic square, but will be an attractive and interesting street to live on.



Above: Artist's impression of Central Boulevard looking South



Above: Composite elevation of Central Boulevard - Looking West



6.0 BUILDINGS

6.1 HOUSES

Twenty two different house types are proposed across the development, in addition to duplex units and apartments. These indicate a wide choice in the size and format of housing, this will ensure a mixed and diverse population. The individual design of the house types derives from the contemporary style of the previous phases whilst offering a more modern European architectural style.

Many houses have been designed to work in different combinations with each other, and variations on each provide interest and character to street corners and the end of long terraces, thus creating interesting streetscape throughout the site. Changes in height and the natural level changes throughout the site are used in conjunction of each other to create interesting and animated façades. This can be seen along the western edge beside the ‘nature park’ where the tall houses step along the site contours defining the character of this specific street.

Houses on street corners are special ‘corner-turning’ houses with an extension to present a public face and shorten the lengths of garden walls. Providing ‘specials’ and having a strong diversity of house types ensures that there are no blank walls throughout the site.

House Type	Floor Area	Storeys	Bedrooms	No. of Units
A, AE	112	2	3	58
AY	123	2	3	9
B, BE	112	2	3	47
C, C1, C2, CE	115	2	3	59
CX, CZ	116-114	2	3	9
CY	134	2	3	16
E	104	2	3	1
G, G1, G2, GE	141	3	3	38
H	158	3	4	8
H1, H2	161	3	4	14
K, KX, KY	127	2	3	3
L, LX, LY	139	2	4	3
Total				265

A note on the common variations:

- E-suffix = end of terrace but not presenting a public face
- 1-suffix = end of terrace and presenting a public face, usually with the entrance on the long gable
- Y-suffix = a ground floor extension to a Type A or Type B house



Above from top left clockwise: House Type AY, House Type BE, House Type C1, House Type E, House Type H1, House Type GE, House Type L

Below: Composite elevation of to the south side of Road 4





# 6.2 DUPLEX BLOCKS

Duplex units are proposed for a variety of reasons, particularly height, enclosure and character. The majority have own door access which benefits the streetscape in providing fine-grained street enclosure, elevational variety and active frontages, particularly along Main Street and facing the school campus and where two corner shops are proposed in Duplex Blocks B and F.

Their 3 storey form provides good spatial enclosure to the public realm and the mix of 2-storey dwelling below or above a single level apartment provides a choice of dwelling type. There are 22 separate blocks of duplex dwellings, which consists of 3 unique duplex designs: terraced, corner and pavilion.

## Terraced Duplex: Types A to M, O, P, Q, R

These are three storey buildings used to define edges of urban blocks with the majority of them in the Main Street character area. They consist generally of a 1/2 bedroomed apartment on the ground floor and a 3 bed duplex unit on the upper floors. The stairs to the upper units are internal and private to those dwelling, thus there are no common internal areas requiring management and every resident has their 'own' front door.

The end-of-terrace units tend to have their entrance on the gables, providing variation in corner treatments throughout the overall site, and providing activity and passive surveillance on both sides. Bicycle stores are integrated into the ground floors of many of these

blocks and are located to the semi-private rear, where they are supervised by the many dwellings, private terraces and communal open space.

The internal courtyard spaces are large, and accommodate the communal open space, external bin stores, additional bike stores and visitor bike parking, and a small amount of off-street parking. The balance of parking spaces required are on-street, at the periphery of each urban block, keeping them relatively car-free.

External finishes and materials vary according to character area, and the Main Street duplex units have particular and bespoke brick details that distinguish their importance in the hierarchy of the overall development and the importance of Main Street and the Village Centre.



Above: Duplex Block O

Above: Duplex Block F



# 6.2 DUPLEX BLOCKS

## Corner Duplex: Type S, T, U

Duplex Blocks S, T and U are 'bookend' blocks that turn a street corner with height, active frontages and variety in form. They comprise 5 units each; 3 no. duplex dwellings have own-door entrances at ground level and 2 no. second floor apartments share a common stairs.

The L-shaped plan makes for an attractive facade as these blocks turn their respective corners, and the strong gable motif, which recurs across the site, makes these buildings readily identifiable.

## Pavilion Duplex: Type N, V

Duplex Blocks N and V are compact 3-storey buildings of 4 dwellings comprising 2 no. own-door ground floor apartments and 2 no. own-door duplex units on the first and second floors. Duplex Block N is a minor landmark building and presents a public face to the WDLR and Road 10 where it announces the entrance to the development. It has a simple form and clean lines.

Duplex Block V is almost identical to Duplex Block N, but this small building is part of the urban streetscape in the Village Centre, fronting on to Road 15 and making the scale transition from the taller Apartment Blocks C and D is shares parking and communal open space with to the permitted 2-storey houses in the development phase immediately north of it (F16A/0505).

The grain, scale and materials of the various duplex buildings are intended to complement those of the dwelling houses. Their 3 storey building height provides a seamless scale transition between 2 and 3-storey houses and the larger 4 to 5-storey Apartment Blocks. Buildings of this nature have what is termed 'gentle density', and contribute to a making a vibrant and sustainable neighbourhood.



Above L: Pavilion Duplex Block N  
Above R: Corner Duplex Block U

Left: Early 'working' CGI of corner Duplex Block S. The external half-flight of stairs was removed on foot of comments received from Fingal County Council during the consultation process.



## 6.3 APARTMENT BLOCKS

There are six apartment buildings varying in height and form, ranging from two storeys to four storeys with a setback penthouse. The design of each apartment block has been considered with regard to its location, context and role in the urban framework plan. They also contribute to the scale and urban quality of the Main Street character.

### Apartment Blocks A & B

Apartment Blocks A and B are similar U-shaped blocks addressing Main Street on an east-west axis. They are 4 storeys high, with set-back penthouses, but Block A, having a smaller site footprint, steps down to 3-storey 'triplex' units on its east and west side streets.

Their height and form provide a formal and very defined edge to Main Street, and the inclusion of own-door apartment at ground level increases activity at street level. These ground floor apartments have a multi-purpose room that can be used as a home office of small business premises (subject to planning regulations), having windows onto the street and a lobby separating it from the private living quarters. Two shop units are proposed on the ground floor of Block B, 126sqm and 187sqm respectively, and located in the centre and east of the block where they form a cluster with the ground floor shop and cafe units of Apartment Blocks C, D and Duplex Blocks B and F.

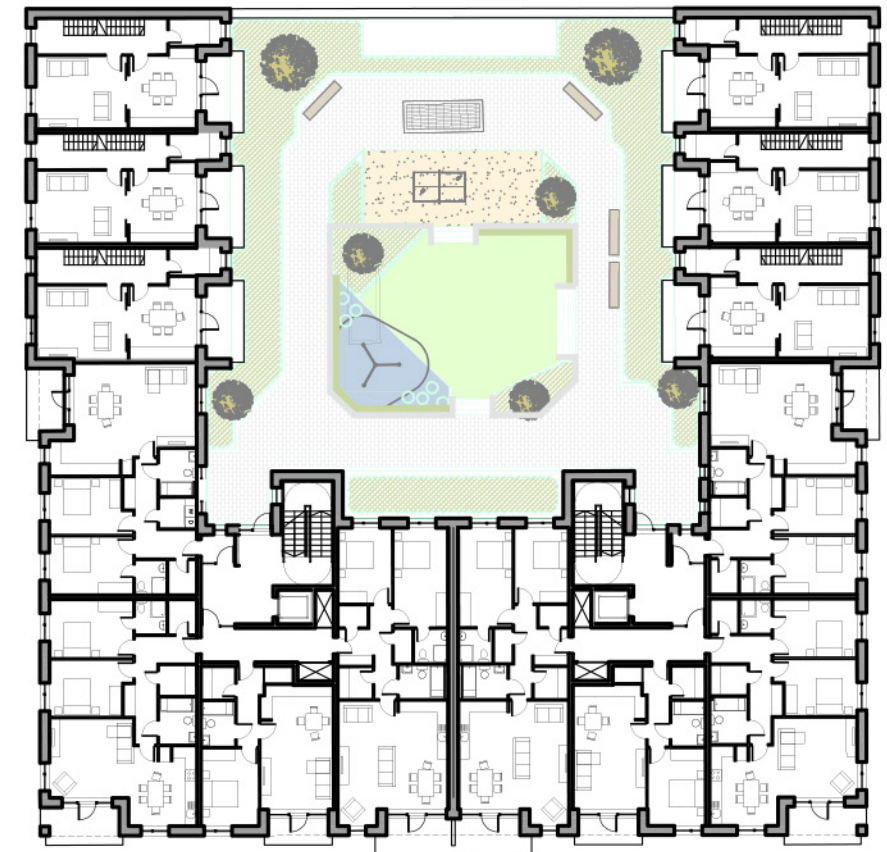
The majority of car parking serving each of these blocks is at ground level, within the courtyard, and is covered by a landscaped podium which is the shared open space for the residents. Bin and bicycle stores are all located at ground level, within the secure, covered car park. Space has been made for larger cargo bikes and trailers in each building.

Apartment Block A has a full 4-storey facade to Main Street with a set-back penthouse on the fourth floor. The sides 'wings' to the north of the block are lower, 3-storey triplex units with their own front doors and private first floor terraces that lead onto the central podium-level communal space. The two wings have a gabled or saw-tooth roof profile which is a reference to the landmark buildings Apartment Blocks C and D on the civic square, and a nod to the distinctive glasshouses that are found all over this part of Fingal.

Apartment Block B has a similar form and scale to Block A, but is a larger and wider block altogether. Its 'wings' are deeper in plan and are common-core apartments rather than triplex units. These apartment wings also make the step-change from 5 to 3-storeys in deference to the permitted 3-storey dwellings north of the development (F16A/0505).

Ground floor terraces are protected by a combination of a 1.1m high railing and a screen hedge; one giving stability, the other providing green relief, and both providing security.

There are 6 no. own-door triplex units and 34 apartments in Block A, and 70 apartments in Block B.



Above R: Typical floor plan, west and south elevations Apartment Block A  
Above L: West elevation Apartment Block B



# 6.3 APARTMENT BLOCKS

## Apartment Blocks C & D

Apartment Blocks C & D occupy a pivotal position along Main Street. This pair of mixed-use red-brick buildings have shops and a cafe at ground level and are located at the T- Junction of Main Street and the Central Boulevard. The principle facade of each looks due south, and being staggered in plan Block D opens both east and west onto two civic squares. These new civic spaces are joined by a generous footpath to the front of Block D, and by the visual link through the ground floor premises of that block itself. The distinctive gable elevations are a subtle nod to the many glasshouses located in this part of north county Dublin, some of which are visible from the WDLR itself.

The communal open space and off-street parking for both of these blocks is to the rear of Duplex Block V, which shares car parking, communal open space, residential bin stores and secure bikes stores with the two apartment buildings.

Both blocks are proposed to be finished in a red brick with a lighter white/cream brick base in contract to the predominantly buff, ochre brick and white painted render of the development as a whole.

Windows are large simple opes and balconies are recessed, and the general appearance is that of a contemporary twist on a vernacular form. The scale and mass of these landmark civic buildings is deliberately smaller and finer-grained than Apartment Blocks A, B and E to 'humanise' the two civic squares.

There are 8 apartments in each of these two blocks and 4 dwellings in Duplex Block V, 20 overall. Apartment Block C has a 214sqm (gross) shop unit and Apartment Block D has a 245sqm (gross) cafe unit.



Above: Early 'working' CGI of Apartment Blocks C and D at the T-junction of Main Street and Central Boulevard (Road 3). (Image by Modelworks)



Ground and first floor plans of Apartment Blocks C and D, and south elevation onto Main Street



## 6.3 APARTMENT BLOCKS

### Apartment Block E

This is a large 5-storey block of 46 apartments on the corner of Main Street and Road 6, where it overlooks the nature trail along the eastern edge of the site and the zoned but undeveloped lands beyond. It is a 2-core building, with typically 5 apartments accessed from each core and of which 3 of the 5 units are dual aspect.

It provides a well-defined edge to the nature trail and Main Street and forms one side of a large urban Block (Urban Block 6) with Duplex Blocks K, and M. It physically connects with Duplex Block L, which arches over the vehicular entrance to the rear courtyard of Apartment Block E and a small number of off-street parking spaces.

Apartment Block E has an articulated and fine-grained facade that is broke up by recessed and cantilevered balconies and changes in material from brick to render. The penthouse floor is set back from the main building line and is finished in zinc or a similar seamed meta cladding.

Bin stores and bicycles stores are integrated into the building at ground level. It shares a central communal open space with Duplex Blocks K, L and M and the entire urban block is open and permeable by foot or bike to its residents. Parking is predominantly on-street along the 3 sides of the building, with chevron parking arrayed along the one-way street running parallel to the nature trail (Road 6). The small amount of off-street parking to the rear of the building is partly covered by the overhang of the upper floor apartments.

There are 46 apartments in Block E.

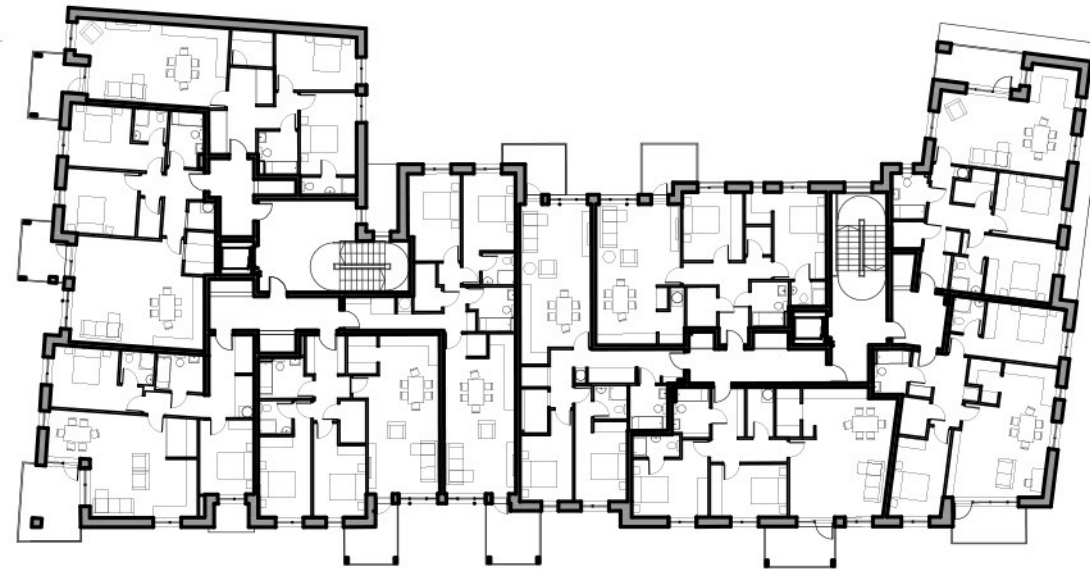
### Apartment Block F

Apartment Block F is a 4-storey pavilion building located on the very southwest corner of the site where it commands views over the Nature Park and the greenbelt lands to the west. Its strategic position and the character of its form make it a visual marker for way-finding and legibility into the development from the distributor road. It has a small surface car park to the rear, generous private terraces at ground level and a small communal open space adjacent to the nature park.

It has a single stair and lift core and there are typically 6 apartments on each floor, of which 4 are dual aspect and which have large wrap-around balconies that take advantage of its position and park views.

It is proposed to finished in a buff brick, with painted render elements on the 3rd floor to lighten the appearance, and the set back sections of that floor will be finished in zinc or a similar seamed metal finish.

There are 21 apartments in this building.



Above L: Typical floor plan, east and south elevations Apartment Block E  
Above R: Typical floor plan, west and south elevations Apartment Block F

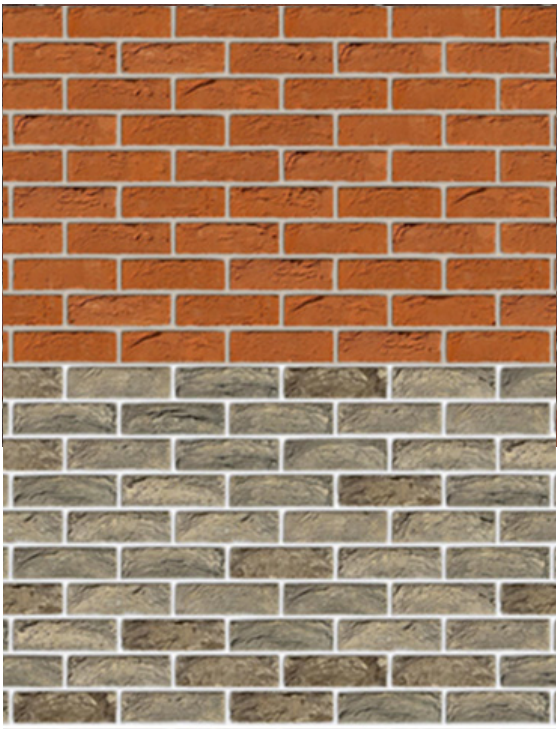


# 6.4 MATERIALS & BUILDING PRECEDENTS

## 6.4.1 MATERIAL PALETTE

A material palette is shared across the development with brick being the main contributor. It is robust, durable and maintenance free and should weather gracefully over time. Each character area is proposed have its own selected brick, the three distinct character areas are, Main Street (or Village Centre), East Mooretown and West Mooretown.

The concept across the development is that materiality will delicately evolve between each character area. This is achieved via specific detailing, scale and the choice of finishes. The evolution of these materials enables distinctiveness, identity, aiding way-finding and a sense of place to the development as a whole. The material palette of brick and painted render have been chosen for their durability, low maintenance requirements and long-life span. The extent of brick and render are indicated on the drawings of both individual building types and composite elevations. In general terms, the houses and duplex buildings have a mixture of brick and render finishes, while apartment blocks have a greater extent of brick, with elevations to the public realm often almost entirely in brick.



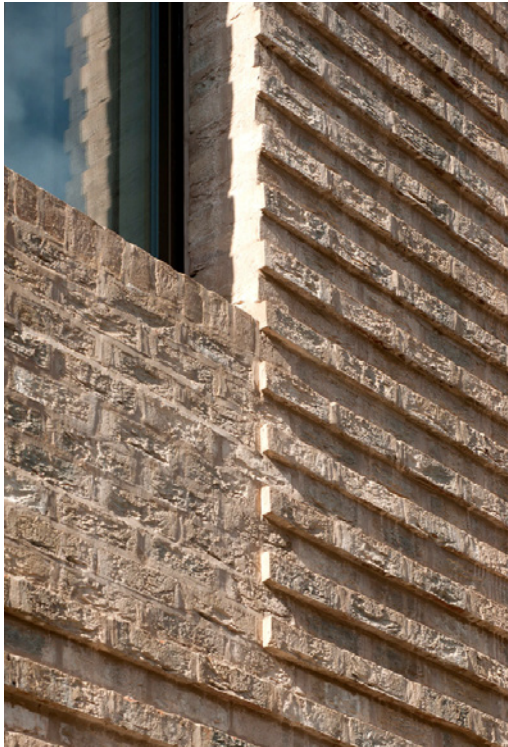
Examples of contrasting brickwork on landmark buildings - Apartment Blocks C-D



Example of typical buff brick finish



Example of typical soft render finish



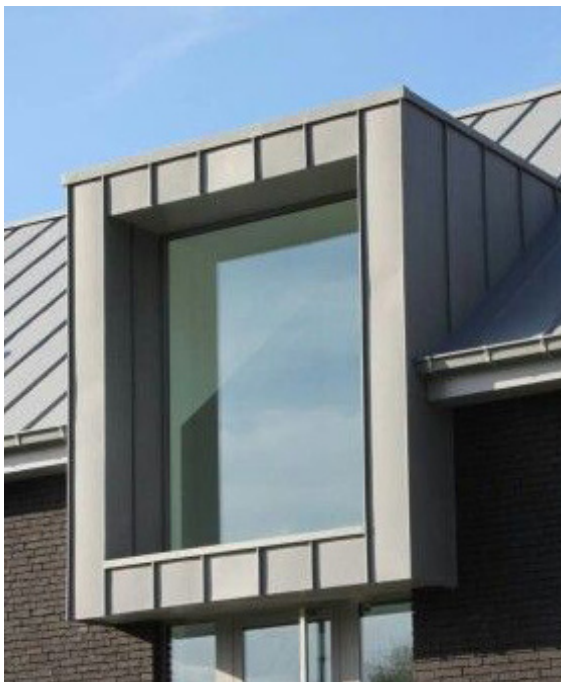
Example of linear banding to brickwork along southern side of Main Street



Glass guarding at balconies to apartment blocks



Coloured front doors at houses



Selected dormer windows to houses in standing seam zinc



Metal finish to entrance canopies



6.4.2 MATERIAL FINISHES - HOUSES AND DUPLEX UNITS



- Dark tile/slate pitched roof
- Painted render
- Selected facing brick
- Powder coated steel railings at balconies
- uPVC windows
- Selected coloured composite or painted timber door



Bee Bricks

Bee bricks and blocks will be provided as alternative nesting spaces for solitary bee species such as red mason and leafcutter bees (which are non-aggressive). They will be installed up to 1m high on sunny south facing walls where pollinator-friendly plants such as lavender, honeysuckle, etc. will be planted nearby. Without a food source it is unlikely that the bee bricks will be used, so location is key.



- Dark tile/slate pitched roof
- uPVC windows
- Painted render
- Selected facing brick
- Selected coloured composite or painted timber door



6.4.3 MATERIAL FINISHES - APARTMENTS



Above: Apartment Block E



Above: Apartment Blocks C+D



Above: Apartment Block E - East Elevation

Powder coated steel railings at balconies

Standing seam zinc cladding at penthouse

Selected brick

Glass railings at balconies

Aluminium windows and doors

Standing seam zinc cladding at penthouse

Selected brick

White Render

Aluminium windows and doors

Glass railings at balconies



## 6.4.4 BUILDING PRECEDENTS



*Conroy Crowe Kelly Architects, Robswall Malahide - Buff Brick with Render*



*Percy & Co. Clay Street, UK Buff Brick & Shadow Gap/Recess*



*Coffey Architects, Woking, UK- Red Brick and Pitched Gable Form*



*Conroy Crowe Kelly Architects, Clonrath, Lusk - Buff Brick with Render*



*Conroy Crowe Kelly Architects, Robswall Malahide - Balconies - Steel Railing*



7.0 DEVELOPMENT STANDARDS

7.1 DENSITY

The development has a net density of 45 units per hectare which is considered appropriate, feasible and sustainable for an outer suburban site. A mix of unit types, suitable for all home sizes and phases, are proposed.

7.2 ASPECT

The proposal has been designed to maximise opportunities for dual units. All of the houses are by their nature dual or triple aspect. Of the 113 duplex and 6 triplex units, 100% are dual aspect. Of the 266 apartments, 208 are dual or triple aspect, which is 78%.

7.3 UNIVERSAL ACCESS

All of the dwellings and all of the public realm has been laid out to enable easy access by all and to fully comply with Part M of the Building Regulations. Building for Everyone: A Universal Design Approach has been used as a guideline for both external and internal environment design. Own-door units with level access are particularly suitable for older occupiers, and all main entrances to buildings will be fully accessible including their approach.

7.4 DWELLING MIX

The dwelling mix for the development is set out in the table below. The dwelling mix proposed relates to urban design considerations and strikes a balance between higher-density apartment blocks (1 and 2-bed units) and more traditional freehold dwellings. The great proportion of own-door units (469 units overall) provides excellent on-street activity and surveillance of the public realm.

The majority of 2-storey 3 bedroom houses are capable of attic conversions for additional bedrooms and many have plot sizes that can comfortably accommodate a small rear extension at ground level.

Table 1 Dwelling Mix: Bedrooms

1 bed	76	12%
2 bed	193	29.5%
3 bed	356	54.5%
4 bed	25	4%
Total	650	

Table 2 Dwelling Mix: Unit Type

Houses	265	41%
Duplex	113	17%
Triplex	6	1%
Apartment	266	41%
Total	650	

7.5 SOCIAL HOUSING / PART V

Social housing units are grouped in small clusters across the site, at a rate of 20% of all units. 103 of the 130 units are own-door dwellings.

Table 3 Part V: Summary

1 bed	21
2 bed	33
3 bed	76
Total	130

Table 4 Part V: Typology

Houses	37
Duplex	42
Apartments	51
Total	130

7.6 COMMERCIAL USES

Five shops and a café/restaurant are proposed clustered around the Main Street and on both side of the street. A creche with capacity for 102 children is also proposed to located in this focussed village centre, where it and the new shops will build on a growing ‘buzz’ of activity already generated by the new primary and secondary schools.

Table 5 Commercial Schedule

Apartment Block D	Café	253sqm
Apartment Block C	Shop	214sqm
Apartment Block B	Shop 1	187sqm
Apartment Block B	Shop 1	126sqm
Duplex Block B	Shop	83sqm
Duplex Block F	Shop	83sqm
Creche	Creche	519sqm
Total		1465sqm



Above: Gannon Properties development of 84 social housing units + mixed-uses provided as Part V in Clongriffin



Below: A Gannon Properties development of 14 social housing units, provided as Part V, + creche on Miller’s Square, Park Avenue



# 7.0 DEVELOPMENT STANDARDS

## 7.7 PUBLIC OPEN SPACE

Public open space is to be provided at a rate of 25sqm per bedspace. The total number of bedspaces is calculated at 1737 and the total area of public open space required is 43425sqm

Table 6 Number of Bedspaces

1 + 2 Bed Units	269	x 1.5	403.5
3 + 4 Bed Units	381	x 3.5	1333.5
Total	650		1737

Table 7 Public Open Space Required

Bedspaces	1737	x 25sqm	43425sqm
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The location and area of each plot of public open space is described in Table 7 and best read in conjunction with the Architect and Landscape Architects Drawings.

Table 8 'Class 2' Public Open Space Provided

Park	Area sqm	Description
East Square	1137	Multi-purpose civic space in front f the primary school and linked to East Square by a wide path
West Square	416	Smaller and more intimate west-facing civic space with 'spill-out' from the shop/ café and linked to East Square by a wide path
Pocket Park 01	735	Small amenity park buildings close to the edges on two sides
Pocket Park 02	500	Small active space on the eastern nature walk.
Central Park	5647	Large park with space for active play and kick-about
Ringfort Park	8588	Large park with space for active play and kickabout. Links directly into the eastern nature walk.
Abbeyvale	209	New open space to be contiguous with the existing park in Abbeyvale
Total	17232	

Of the 43425sqm of public open space required, 17232sqm is to be provided within the proposed scheme. This is 11.9% of the net development lands, calculated at 14.474 hectares. The balance of 26193sqm is to be provided on OS zoned lands as part of the regional park. Refer to Table 7 for details.

Narrow green 'strips' between the development and the regional park, such as



Above: Location of 'Class 2' public open space within and adjacent to the development



# 7.0 DEVELOPMENT STANDARDS

Table 9 'Class 1' Public Open Space Provided on GB Zoned Lands and within Regional Park

Open Space	Area sqm	Description
Nature Park 1	4373	Larger bio-diverse park forming part of a strategic green link around western Swords
Nature Park 2	9519	Large bio-diverse park forming part of a strategic green link around western Swords with active play
Regional Park	12301	Contiguous with the developing regional park north of Oldtown/Miller's Glen
Total	26193	

## 7.7 PLAYGROUND PROVISION

Playground provision is to be provided at a rate of 4sqm per dwelling, which is 2600sqm.

Doyle O'Troithigh Landscape Architects have developed a proposal to provide 14 different play areas throughout the scheme, along with a MUGA which was requested by the Parks Department of Fingal County Council. The play provision includes natural play, incidental play, formal playgrounds, callisthenics units and then play areas designed for the needs of very small children and their parents and guardians within the communal open space provided for apartments and duplex units.

## 7.7 PRIVATE & COMMUNAL OPEN SPACE

Private open space for houses is provided in accordance with the County Development Plan, i.e. a minimum of 60sqm for a 2-3 bedroom house and a minimum of 75sqm for a >4 bedroom house. Private open space for apartments and duplex units is provided in accordance with the 2020 guidance document Design Standards for New Apartments. The area proposed for each unit is outlined in the Housing Quality Assessment that accompanies this document.

Communal open space for duplex units and apartments is provided in accordance with the same guidelines. These shared spaces generally are to the rear of blocks where they are protected and overlooked by the residents they serve. These spaces will be privately managed and are not proposed to be taken-in-charge by the Local Authority. Table 7 describes the area required and proposed; many blocks share a common space and these have been grouped together in the table.

Table 10 Schedule of Communal Open Space

Open Space	Block/Location	Area sqm Required	Area sqm Provided
Communal OS1	Apartment Block A	270	513
Communal OS2	Apartment Block B	430	1367
Communal OS3	Apartments C, D & Duplex V	142	158
Communal OS4	Duplex A, B, C, D, E	449	2100
Communal OS5	Duplex F, G, H, I, J	328	703
Communal OS6	Apartment E & Duplex K, L, M	562	992
Communal OS7	Duplex N	30	263
Communal OS8	Duplex O	81	99
Communal OS9	Duplex P, R	215	474
Communal OS10	Duplex S	37	75
Communal OS11	Duplex T	37	66
Communal OS12	Duplex U	37	70
Communal OS13	Apartment Block F	135	135
Total		2753	7035



Above: Natural play, Marlay Park  
Right top to bottom: Playgrounds in Vauban, Accordia Cambridge and Clonskeagh





7.0 DEVELOPMENT STANDARDS

7.8 CAR PARKING

A total of 991 parking spaces are proposed for this development. Of these, 880 spaces are to be designated for residents, 95 for visitors, 6 for Go-Car, 3 for staff creche, and 6 for creche drop-off and collection. The mean rate, at 976 units for 650 dwellings, is 1.5 spaces per dwelling.

Parking for the shops and café is proposed to be shared with the creche drop-off and the residential visitor parking, performing a double-job for retail use during working hours, and visitor use in the evenings and weekends.

Table 9 outlines the amount and designation of residential car parking proposed on a block-by-block basis. In general, 2 spaces are proposed for every 3-4 bedroom house and 1 space for every apartment or duplex unit. The reservation of 6 spaces for the provision of a Go-Car scheme will compensate for the small shortfall and hopefully encourage residents to chose public transport, cycling and Go-Car over owning 2, or even 1 private cars.

The creche in Urban Block 4 has 3 off-street staff spaces and 6 drop-off on-street spaces; these parking spaces have not been included in the residential schedule below. The drop-off spaces are parallel bays on the left-hand side of the carriageways around the block to mitigate against reverse movements and to make the street as safe as possible for families with small children. Staff parking is off-street and is not considered a risk; most staff will have parked or left after drop-off and collection times.

EV Charging Points

Charging points for electric cars will be provided on-curtilage for all private dwellings. This is generally an electrical point on the metre wall, to which a socket for a particular vehicle can be fitted. EV charging points for managed parking courts and on-street spaces will be provided at a rate of 10% across the site. These are provided in the form of a bollard, usually between two parking bays, and often include a designated disabled parking space and, within this phase of the development, a Go-Car space so that EV may be an option for that entity.

Disabled Parking Bays

Disabled parking bays have been identified on the Architects site layout and are provided at a rate of 5% for all duplex and apartment blocks. The are located where they are easily identifiable to residents and visitors alike, accessible and well-overlooked. They can be either on-curtilage (i.e. management company) or on-street (i.e. intended to be taken-in-charge)

Parking Variation & DMURS

Different types of car parking bays are proposed in the development: on-curtilage to the front or side, on-street parallel bays, on-street perpendicular bays, privately managed communal parking courts and under-croft parking. Whereas the Development Plan looks for residential parking for private

house to always be on-curtilage this is not always possible nor is it the best design solution. DMURS advocates for well-designed on-street parking as a means to calm traffic by (i) increasing driver caution, (ii) visually reducing the carriageway and (iii) reducing forward visibility, and (iv) by adding to the vitality of the community by supporting local retail, social and commercial activities by the generation of pedestrian activity as people come and go from their vehicles.

This is particularly true for the duplex blocks and larger apartment blocks which have a blend of on-street, on-curtilage parking courts and covered (podium) parking bays. Activity generated on all sides of the building as people come and go makes for a vital and neighbourly community.

The variation in type and location of car parking spaces within the development makes for a more interesting and characterful neighbourhood than one with a homogeneous pattern of 2-car driveways fronting every dwelling. There is a terrace of 7 houses fronting Main Street, opposite the café, shop and primary school which can't be parked to the front on-curtilage due to constraints on Main Street regarding reverse parking movements. These houses are proposed to be parked to the rear on a mews courts (Road 3.3) and will have two freehold spaces each and rear access to their property via a secure gate. The mews is populated another 4 dwellings, so the spaces will be overlooked and secured by passive surveillance. (See Section 4.11 for an example).

Table 11 Car Parking Schedule

Urban Block	No. of Dwellings	Residents Spaces	Visitor Spaces	Go-Car	Total
Urban Block 1	48	44	9	1	54
Urban Block 2	70	52	15	1	68
Urban Block 3	20	19	6		25
Urban Block 4	57	55	11		66
Urban Block 5 (creche below)	21	42			42
Urban Block 6	49	53	10	3	66
Urban Block 7	78	78	16	1	95
Urban Block 8	36	58	7		65
Urban Block 9	20	40			40
Urban Block 10	30	61			61
Urban Block 11	38	49	4		53
Urban Block 12	26	52	2		54
Urban Block 13	14	23	4		27
Urban Block 14	18	36			36
Urban Block 15	33	66			66
Urban Block 16	8	16			16
Urban Block 17	41	61	8		69
Urban Block 18	43	76	3		79
Creche		3 staff	6 staff		9
Total	650	884	101	6	991





7.0 DEVELOPMENT STANDARDS

7.9 BICYCLE PARKING

Bicycle parking is to be provided in accordance with Section 4.15 of the 2020 guidelines Design Standards for Apartments. A total of 1149 spaces are to be provided, divided between 904 residential bike parking spaces, 219 visitor bike parking spaces, 12 creche staff and visitor parking and 14 short-stay parking spots on Main Street and West Square close to the shops and café.

Duplex and apartment buildings will have a secure, accessible and sheltered purpose-built store. These are integrated into the ground floors of the apartment blocks and are provided as either integrated or stand-alone external storage buildings for duplex units.

Different types of bike racks will be provided: vertical racks are very efficient but not the most-user friendly for less than able -bodied persons, whereas sheffield stands are universally accessible and will be provided in combination with the vertical racks. Space will be made for cargo bikes and trailers. Visitor bike racks will be sheffield stands located close to entrances and in the public realm if suitable. Table 10 below outlines the quantity of bicycle parking spaces to be provided for each apartment and duplex block.

Table 10 Bicycle Parking Schedule for Apartments and Duplex Units

Apartment or duplex block	Bicycle spaces required	Bicycle spaces provided	Visitor spaces required	Visitor spaces provided
Apartment A	76	84	20	20
Apartment B	116	139	35	35
Apartment C, D and Duplex V	42	42	10	14
Duplex A, B, C, D, E	139	153	28.5	40
Duplex F, G, H, I	101	114	21	32
Apartment E, Duplex K, L, M	166	183	39	40
Duplex N, O	34	36	7.5	8
Duplex P, Q, R	67	74	13.5	16
Duplex S	11	14	2.5	4
Duplex T	11	14	2.5	4
Duplex U	11	14	2.5	2
Apartment F	36	37	10.5	4
Total	810	904	192.5	219

	Visitor spaces	Total
Block C/D - Cafe/Shop	6	6

Table 11 Bicycle Parking Schedule for Creche

	No. of Classrooms	Staff spaces	Visitor spaces	Total
Creche	6	4	8	12

Total no. of Spaces provided **1141 no.**

Bicycle Parking for Private Houses

Houses are proposed to secure and store their bicycles on their own private property. All end-of-terraced houses have a secure gate to their rear gardens and bikes can be stored there. Terraced houses do not have rear access to their private gardens and while bikes can be wheeled through the house it is not always ideal. Storing and securing bikes to the front of terraced houses is a growing trend and there are many ways to do this.

The simplest measure is to install a cycle hoop or ‘sheffield’ stand on the driveway or threshold of the house, usually to the side where it won’t impede access or parking. Gerard Gannon Properties will provide a lockable hoop or stand to the front of every mid-terraced house as part of their external landscape works.



Above & R:  
Simple sheffield  
and hoop stands for  
securing bicycles  
and suitable for  
installation in the  
front driveways or  
thresholds of private  
houses.



Top L: Short-stay  
bike parking for  
apartments/duplex

Left: Secure bike store  
for apartments/duplex



